

SAILING DIRECTIONS CORRECTIONS

PUB 195 7 Ed 2002 LAST NM 32/03

Page 64—Lines 17 to 18/L; read:

Regulations.—A Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Gavle and Lulea.

The system is mandatory for vessels over 300 grt; vessels over 50m in length; and towing vessels with a length, including the tow, of over 50m.

Participating vessels must report to VTS Gavle on passing the following Reporting Points (RP):

1. RP No. 11 Vaktaren (60°42.7'N., 17°36.2'E.).
2. RP No. 12 Purrutsgrund (60°46.7'N., 17°27.5'E.).
3. RP No. 13 Valkommen (60°57.8'N., 17°15.0'E.).
4. RP No. 21 Storsjunga S (61°06.9'N., 17°21.3'E.).
5. RP No. 22 Blomman (61°11.5'N., 17°17.5'E.).
6. RP No. 23 Hallgrund (61°15.8'N., 17°22.0'E.).
7. RP No. 31 Tihallsten (61°31.5'N., 17°19.0'E.).
8. RP No. 32 Hudiksgrund (61°35.0'N., 17°24.0'E.).
9. RP No. 41 Britas Klack (61°53.1'N., 17°27.7'E.).
10. RP No. 51 Bramon S (62°10.0'N., 17°39.7'E.).
11. RP No. 52 Bramon N (62°17.4'N., 17°40.4'E.).
12. RP No. 53 Astholmsudde (62°22.8'N., 17°43.8'E.).
13. RP No. 61 *Hamo (62°36.6'N., 18°05.8'E.).
14. RP No. 62 *Storon S (62°43.4'N., 18°12.8'E.).
15. RP No. 63 *Storon N (62°47.6'N., 18°17.0'E.).
16. RP No. 64 Ramon (62°50.0'N., 17°54.0'E.).
17. RP No. 65 Brunne (62°56.0'N., 17°50.0'E.).

* Reporting at these RPs shall be carried out 30 minutes before passing.

Reports must include the vessel's name, call sign, position, and destination.

Vessels with an Automated Identification System (AIS) are exempted from reporting.

Vessels must report their name, position, and destination when arriving at or leaving a berth (including an anchorage), when changing route, when being involved in an accident (including groundings and collisions), and on the occurrence of any defect affecting the safety of navigation. The report should be sent 10 minutes prior to leaving a berth.

Participating vessels must maintain a continuous listening watch on VHF channel 13 after the first report.

Smaller vessels than those described above, which are fitted with VHF, should maintain a continuous VHF listening watch.

Gavle VTS may be contacted on VHF channels 16 and 13, and by E-mail at vtsgavle@sjofartsverket.se.

All vessels must proceed through Holmuddsranna, the main entrance channel, at a slow speed.

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Page 64—Lines 28 to 29/L; strike out.

(NIMA) 33/03

Page 68—Line 5/L; read:

Regulations.—A mandatory Reporting and Information System has been established in the Gulf of Bothnia and is

operated by Vessel Traffic Services (VTS) at Gavle and Lulea. For further information, see Gavle (paragraph 6.7).

Speed restrictions apply within the entrance
(BA NP 286) 33/03

Page 69—Line 1/R; read:

Regulations.—A mandatory Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Gavle and Lulea. For further information, see Gavle (paragraph 6.7).

At night, berthing at Oljekajen, the oil jetty,
(BA NP 286) 33/03

Page 69—Line 29/R; read:

Regulations.—A mandatory Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Gavle and Lulea. For further information, see Gavle (paragraph 6.7).

Vessels bound to or from Skarnas Terminal
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Page 72—Line 43/R; read:

bukten, about 2.5 miles E of Gubben Light.

Regulations.—A mandatory Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Gavle and Lulea. For further information, see Gavle (paragraph 6.7).

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Page 75—Line 1/R; read:

Regulations.—A mandatory Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Gavle and Lulea. For further information, see Gavle (paragraph 6.7).

Vessels must not exceed a speed of 5 knots in
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Page 78—Line 23/R; read:

lights, resembles the gable of a house.

Regulations.—A mandatory Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Gavle and Lulea. For further information, see Lulea (paragraph 9.19).

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Page 79—Line 55/L; read:

Regulations.—A mandatory Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Gavle and Lulea. For further information, see Lulea (paragraph 9.19).

Vessels must not exceed a speed of 7 knots
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Page 100—Line 26/R; read:

Regulations.—A mandatory Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Lulea and Gavle. For further information, see Lulea (paragraph 9.19).

It is reported that tankers over 13,000 dwt
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Page 112—Line 15/L; read:
about 5 miles E of Gasoren Light.

Regulations.—A mandatory Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Gavle and Lulea. For further information, see Lulea (paragraph 9.19).
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Page 114—Line 46/L; read:
hours prior to arrival. See paragraph 9.19 for more information.

Regulations.—A mandatory Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Gavle and Lulea. For further information, see Lulea (paragraph 9.19).
(BA NP 286) 33/03

Page 115—Line 44/R; read:

A Reporting and Information System has been established in the Gulf of Bothnia and is operated by Vessel Traffic Services (VTS) at Lulea and Gavle.

The system is mandatory for vessels over 300 grt; vessels over 50m in length; and towing vessels with a length, including the tow, of over 50m.

Participating vessels must report to VTS Lulea on the assigned VHF channels when passing the following Reporting Points (RP):

1. RP No. 7 Maloren (65°32'N., 23°25'E.)—channel 14.
2. RP No. 8 Nygran (65°01'N., 21°46'E.)—channel 13.
3. RP No. 9 Gasoren (65°40'N., 21°30'E.)—channel 13.
4. RP No. 10 Vaktaren (63°33'N., 20°30'E.)—channel 12.
5. RP No. 11 Logaren (63°32'N., 20°05'E.)—channel 12.
6. RP No. 12 Storbaden (63°21'N., 19°35'E.)—channel 14.
7. RP No. 13 Vallinsgrund (63°18'N., 19°20'E.)—channel 14.
8. RP No. 14 Skagshallan (63°10'N., 19°00'E.)—channel 14.
9. RP No. 15 Trysunda (63°10'N., 18°48'E.)—channel 14.

Reports must include the vessel's name, call sign, position, and destination.

Vessels with an Automated Identification System (AIS) are exempted from reporting.

Vessels must report their name, position, and destination when arriving at or leaving a berth (including an anchorage), when changing route, when being involved in an accident (including groundings and collisions), and on the occurrence of any defect affecting the safety of navigation. The report should be sent 10 minutes prior to leaving a berth.

Participating vessels must maintain a continuous listening watch on the assigned VHF channel after the first report.

Smaller vessels than those described above, which are fitted with VHF, should maintain a continuous VHF listening watch.

Lulea VTS may be contacted by E-mail at vtslulea@sjofartsverket.se.

Sandoleden is considered to be that part of the fairway
(BA NP 286) 33/03

Page 116—Line 1/L; read:

A local mandatory Vessel Traffic Service (VTS) system is
(NIMA) 33/03

Page 116—Line 18/L; read:

The VTS Traffic Information Center will, on request, maintain a watch on VHF channel 16 for those vessels unable to operate watches on dual VHF channels.

Vessels over 15m in length or 4m beam must contact the VTS Traffic Information Center prior to attempting the passage through Tjuvholmsundet (see paragraph 9.18).

The VTS Traffic Information Center will provide, on re-
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